

Appendix D

Public Comments Received



**PIMA COUNTY
REGIONAL FLOOD CONTROL DISTRICT**
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207

SUZANNE SHIELDS, P.E.
DIRECTOR

(520) 740-6350
FAX (520) 740-6749

November 21, 2005

Mr. Kevin Thornton
Linda Vista/Twin Peaks Traffic Interchange
Marana Development Services
11555 W. Civic Center Drive, A2
Marana, AZ 85653-7003

Dear Mr. Thornton,

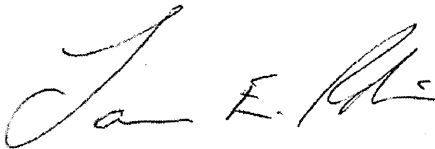
Pima County Regional Flood Control District (District) understands the Town's need to provide a roadway crossing over the Santa Cruz River at Twin Peaks Road in order to bridge the growing Continental Ranch community with the other parts of our region. Ultimately, the Town of Marana will need to secure right-of-ways for this project from the District in order to build and maintain the bridge, roadway, sidewalks and medians. However, the project must demonstrate that there are no conflicts with several of the District's long-range goals for the area which include:

- Compliance with FEMA regulations.
- Stability of the Santa Cruz River, and erosion control.
- Compliance with the U.S. Army Corps of Engineer's (ACOE) 404 Permit. The over-bank terrace is a mitigation requirement of the original 404 Permit. Compensation of the loss of this mitigation area must be factored into the proposal of this project.
- Compliance with the Sonoran Desert Conservation plan and other environmental restoration efforts including the Tres Rio Del Norte Project a combined effort by the ACOE/District/City of Tucson/Town of Marana.
- Establishment and propagation of the San Juan Baptista National Historical Trail and related cultural resources along the Santa Cruz River.
- Providing alternate multi-use transportation and recreational opportunities along the River corridors, as outlined in Pima County's Trail System master plan. The Town of Marana Share Use path is a component of this system.

Please be aware that the National Flood Insurance Program (NFIP) regulations require "Conditional Approval" prior to encroachments into a floodway, which increases Base Flood Elevations. The criteria for the analysis for a Conditional Letter of Map Revision (CLOMR) can be found at 44 CFR §65.10. to assist your Engineer in preparing for the CLOMR, please have them use the attached form to obtain the digital FEMA data. As the channel maintenance is the responsibility of the District, we will need to review and approve the CLOMR prior to submittal to FEMA.

On October 3, 2005 the District received a copy of the Bridge Hydraulic Report (including sediment transportation analysis), a copy of the three roadway alternatives, a copy of the Design Concept Report, plan and profile for the center alternative and a copy of the current project schedule. Attached are comments from our sediment transport expert Fazle Karim, Ph.D., P.E., regarding the Bridge Hydraulic Report, and additional comments from the District's staff regarding the project in general. If you have any questions or wish to discuss this project in more detail please contact me at 740-6373 or email me at Larry.Robison@dot.pima.gov.

Sincerely,



Lawrence E. Robison, P.E.
Flood Control Engineering Design Section Manager

Attachment

c: Eric Sibson, URS
Suzanne Shields, FCD Director
Leo Smith, FCD Engineering Division Manager
Tom Helfrich, FCD Water Resource Division Manager
Fazle Karim, FCD Engineering

♦ Floodplain Management ♦
Planning + Management

♦ Flood Control Engineering ♦
Design Engineering

♦ Water Resources ♦
Riparian Habitat



Pima County Regional Flood Control District

REQUEST FORM AND DISCLAIMER FOR DIGITAL FIRM MAPS

Revised November 15, 2005

In an effort to minimize digital floodplain boundary errors, the Pima County Regional Flood Control District (District) will provide digital copies of the Flood Insurance Rate Maps (FIRMs) by panel number when requested via Email or FAX. The digital information will be in either the ArcView or AutoCAD format with the correct projection controls. The ArcView format is preferred. AutoCAD files will be delivered in 2004 format, unless requested otherwise upfront. The digital data will contain the FIRM panel(s) in both the Federal Emergency Management Agency (FEMA) and the District's projection schemes.

The FIRM panel data will include the following layers (Some layers may not be present in a given FIRM panel):

- ☐ FIRM Panel Boundary
- ☐ Flood Zones
- ☐ Floodways
- ☐ Base Flood Elevations
- ☐ Cross-sections
- ☐ FEMA Stream Lines (when available)

- ☐ LOMR Boundaries
 - The District may not have complete LOMR information within the City of Tucson, Town of Oro Valley and Town of Marana

- ☐ LOMAs (Letters of Map Amendment)
 - The District does not have any LOMA information within the City of Tucson, Town of Oro Valley and Town of Marana

- ☐ PLSS Section Boundaries
- ☐ Jurisdictional Boundaries
- ☐ Parcel Boundaries (not available in outlying areas)
- ☐ Street Network (not available in outlying areas)

Digital parcel boundaries and street network information will not be available for those areas of Pima County that have not gone through the parcel orthophoto-rectification process.

TERMS

By signing the request below, users of this information acknowledge that it is not guaranteed to be accurate, correct or complete; conclusions drawn from such information are the responsibility of the user. While every effort is made to ensure the accuracy and correctness, the District assumes no responsibility for errors or omissions, even if Pima County is advised of the possibility of such damage.

Users understand and acknowledge that the digital FIRM data is subject to constant change and its accuracy cannot be guaranteed. All data is provided AS IS, with all faults, and without warranty of any kind, either expressed or implied.

Pima County Regional Flood Control District
Request Form and Disclaimer for Digital FIRM Maps
(Revised November 15, 2005)
Page 2 of 2

The data provided might have a number of errors, which may include, but are not limited to, the following:

- ☐ **Spatial Errors:** The areas depicted are approximate, and are not necessarily accurate to surveying or engineering standards. X/Y coordinates may be in error by several hundred feet or more. Parcel lines may not be in the right location.
- ☐ **Registration Errors:** GIS data layers may not overlay each other correctly.
- ☐ **Attribute Errors:** Database information may be incorrect.
- ☐ **Currency Errors:** GIS data layers, databases and documents may not be the most current available or may not depict the specified time. All data is subject to constant change. Data input lags real-world changes by varying periods of time.
- ☐ **Completeness Errors:** Data may be missing or data may be included that does not belong. Letters of Map Revisions (LOMRs) and Letters of Map Amendments (LOMAs) for incorporated cities and towns is incomplete. Users of this data are encouraged to check with local Floodplain Management Agency for LOMR and LOMA information.
- ☐ **Projection Distortion:** All map projections introduce distortion by representing the irregular shape of the earth's surface on flat maps. This affects feature shapes, angles, map distance, and areas.
- ☐ **Calculation Errors:** Results of calculations may not be exact due to rounding, precision of stored values or algorithm differences.
- ☐ **Representation Errors:** Maps or other displays may not properly represent the data. For instance, a white line on a white background would appear as if it wasn't there. Color-coded ("themed") map layer colors and categories may not match the current range of data values. Data may be displayed at an inappropriate scale.

In no event shall Pima County become liable to users of digital Flood Insurance Rate Map data, or any other party, of any loss or direct, indirect, special, incidental or consequential damages, including but not limited to, time, money or goodwill arising from the use or modification of the data.

I certify that I have read, understand, and agree to the terms as stated in this request.

Signature of Requestor

Requestor's Name (printed)

Date

Requestor's Title

Organization Name

Contact Number

E-mail Address

FIRM Panel(s) requested
(Use last 4 numeric digits)

Digital data is requested in ☐ AutoCAD format ☐ ESRI format

Please FAX this form to (520) 740-6749, or e-mail a signed scanned copy (in Adobe Acrobat) to Terry.Hendricks@dot.pima.gov

**Review comments on “Santa Cruz River at Twin Peaks Road: Preliminary Bridge
Hydraulics Report” prepared by JE Fuller Hydrology & Geomorphology
(Dated July 8, 2004) by, Fazle Karim**

1. Page 4. First paragraph states that a map exhibit showing the location of model cross-sections is given in the pocket at the end of the report. This map exhibit was not included.
2. Page 5. Sediment transport analysis summary table given on this page is inadequate for the following reasons:
 - i. This analysis uses hydraulic variables averaged over seven cross-sections and thus does not reflect actual sediment continuity from section to section;
 - ii. Only the peak flow of a 10-year event is used, instead of full hydrograph;
 - iii. This procedure is very approximate and gives only a qualitative indication, subject to many assumptions; and
 - iv. 100-year hydrograph was not used.

In view of these limitations, we suggest that the Corps of Engineers' HEC-6 (or similar) model is used for the sediment transport analysis.

Last paragraph on page 5 presents results for channel bed scour for 100-year flow using Eq. 6.3 of the City of Tucson's "Standard Manual". Use of this equation is not appropriate for a major watercourse like the Santa Cruz River. Modeling by HEC-6 (or similar model) with 100-year flow hydrograph is suggested for this purpose.

3. Page 6. Alternative Analysis with HEC-RAS model mentions that flood elevations increased by more than 0.1 foot for Alternatives 1 and 2. This indicates only a partial information on the impact of the alternatives with regard to the existing condition water surface elevations.

Provide a table showing water surface elevations for all three alternatives and existing conditions at all cross-sections. This table will indicate actual changes in water surface elevations and their extent for all alternatives. Indicate also the top of soil cement bank (high flow channel) elevations at the corresponding cross-sections.

4. Page 7. For the same reasons as mentioned above in item 2, sediment transport analysis under design condition, given in the table at the bottom of this page, is inadequate. One more reason for the shortcoming of the analysis is: the averaging process used in analysis completely negates any effect of significant variation in channel geometry under the design condition (with bridge). Use of HEC-6 (or similar) model will avoid these shortcomings.
5. Page 8. The abutment scour depths for the east (4.60') and west (2.94') overbanks given in the table appear to be underestimated. The reason for this underestimation is that, as seen from data given in Appendix F, projected abutment lengths are entered as zero in the input data for computing abutment scour. It is not clear why the projected abutment lengths are entered as zero (on the contrary, they would have significant values); please clarify. Note that in the input data given in Appendix F, obstructed flow (Q_o) values are greater than zero, which would give non-zero values for projected abutment lengths. However, Q_o values given in input data for abutment scour are rather low (203 and 522 cfs), compared to those given in input data for contraction scour (684.8 and 2151.8 cfs). Please check and modify as necessary.
6. Page 8, last paragraph. As suggested before, channel bed scour for 100-year flow should be estimated from HEC-6 (or similar) modeling, instead of using Eq. 6.3 of the City of Tucson's "Standards Manual". The minimum toe-down depth of 8 feet should be used, instead of 6 feet as recommended.
7. In view of the limitations in sediment transport modeling, as pointed out above, for the recommended alternative (Alternative 3, with channel widened to 610'), it is strongly suggested that Alternative 1 (bridge spanning entire high flow channel width of 2000 feet)

be given further consideration. More importantly, Alternative 1 will be consistent with the Flood Control District's requirement to maintain the present configurations of channel and terraces for preserving channel stability and the present stable regime of the Santa Cruz River, as has been pointed out in Suzanne Shields' letter (dated July 27, 2004) to Eric Sibson. Alternative 1 will have minimal impact on present channel stability/configuration and therefore minor requirement for mitigation, while Alternative 3 will have significant impact on the river regime and therefore substantial requirement for mitigation.

8. It is seen from HEC-RAS model input/output given in Appendix D, that debris blockage factor for bridge piers has been assumed to be 100% (i.e., pier width of 9 feet is used in calculations, instead of actual width of 4.5 feet). Please verify if this is correct. Since it is likely that only some of the bridge piers will be affected by significant debris blockage during a given flow event, we suggest that a debris blockage factor of 50% will be adequate for this purpose.

Linda Vista/Twin Peaks Traffic Interchange
November 17, 2005
Review Comments, by Larry Robison

1. Compliance with the FEMA regulations.
 - The Town of Marana is the jurisdiction responsible for the issuance of Floodplain use permits along this reach of the Santa Cruz River. As the Town is responsible for this project and for Floodplain use permits along this reach, it is therefore Town's responsibility to apply for and complete the CLOMR and LOMR process.
 - The District requires of copies of the information being provided to FEMA during the CLOMR and LOMR process. We are especially interesting in securing copies of the HEC models for inclusion with the District's overall Santa Cruz River watershed system modeling efforts. Also the District is responsible for maintaining the channel, therefore having these model will assist us in understanding changes to the system.
 - The District requires a copy of the HEC-RAS model to confirm that the appropriate contraction (4:1) and expansion (1:1) coefficients were used in the development of the model. This information is not really available from the printouts.
 - FEMA freeboard requirements must be met. The report needs to provide more details on location and elevations of existing bank protection on the cross-sections.
 - To accelerate the process, we recommend that the project utilize the digital FIRM maps, and submit information in accordance with the attached Request Form and Disclaimer for Digital Firm Map (Revised Nov. 2005). See Terry Hendricks for more details.
2. Long stability of the Santa Cruz River, and erosion and flood protection of adjacent lands.
 - The continued release of effluent from Ina Road and Roger Road treatment plants into the Santa Cruz River is believe to be the source of water that has lowered the low flow thalweg through the Continental Ranch bank protection. This long-term channel degradation should be reviewed to determine the applicability to the scour analysis. Please contact Dr. Karim and discuss.

- Conversely during larger events when flows overtop the low flow channel and are in a heavy and fast deposition stage, digging of a deeper localized channel in a location where flow characteristically is shallow and spread over a larger area often results in deposition within the depression (i.e. under the bridge) thereby creating a blockage to flow under the bridge. The 404 permit will need to recognize this situation and provision for removal of excess material will need to be provided.
 - The District and the Town are working towards grade control stabilization concepts. Traditionally grade control are place immediately down stream of bridges, under the proposed project the existing soil cement low flow channel will be expanded and deepen. If a grade control structure is needed this would be an opportune time. Further analysis is needed regarding the impact of scour downstream and on the over-bank channel areas.
 - Additional analysis is needed to determine the character of flow when the channel taper begins to constrict flow and water is forced out of the downstream low flow channel onto the over-bank. Will a hydraulic jump be created downstream at the constriction? Please coordinate with Dr. Karim.
3. Compliance with the U.S. Army Corps of Engineer's 404 Permit.
- As the Town desire the build this project, the Town will be responsible for securing all permits associated with the project including the 404 Permit. Please be advised that the over-bank terrace is a mitigation requirement of the original 404 Permit. Compensation of the loss of this mitigation area must be factored into the proposal of the bridge project. The town will also need to secure maintenance permits so that any deposition or blockage under the bridge can be removed.
4. Compliance with the Sonoran Desert Conservation plan and other environmental restoration efforts
- The COE, District, City of Tucson and Town of Marana are partners in environmental restoration project such as the Tres Rio Del Norte Project. The goal of these projects is to re-vegetate the channel and over-bank areas thereby increasing the future n-value. As effluent water in the low flow channel is readily available to this project the low flow channel is the most logical place to develop heavier brush therefore significantly increasing the n-value under the bridge. The project would make it more critical to keep the low flow channel clear of vegetation and defeating some of the goals of the Del Norte Project. Ideally the heavier bush should be on the over-bank areas where the n-value is estimated at .055, but that's not where the water

is. Placement of the fill across the over bank area will stop any naturally occurring runoff from the side drainages from continuing downstream, and thereby reduce the viability of the environmental project. Also the fill will limit the ability of Del Norte to install irrigation lines downstream.

5. Establishment and propagation of the San Juan Baptista National Historical Trail and other cultural resource along the Santa Cruz River.
 - The Marana Share Use path as noted on the concept layout is a great asset to this desire to provide continuation of the National Historical Trail system.
6. Providing alternate multi-use transportation and recreational opportunities along the River corridors, as outline in Pima County's Trail System master plan. The Town of Marana Share Use path is a component of this system.
 - Review project to insure adequate room for the share use path, and for a separate equestrian trail.
7. In reviewing the general topography it was noted that flows from the side drainageways tend to flow parallel to the bank protection on the over-bank for several thousand feet creating pockets of heavy vegetation before finally draining into the low flow channel. Please review what drainage accommodation can be provide to continue this drainage pattern so as not to alter the development of the over-bank vegetation.
8. In projects where fill is placed on a large floodway and flood are directed to a small bridge or culvert open, a training dike is frequently required to help guide flows to the opening. These training dike are often provide after the failure of the fill were localized scour impacts the abutments.



Date: December 28, 2005

To: Meeting Attendees

cc: Jana Sterner

From: Eric Sibson, P.E.
Project Engineer

Subject: **Interstate 10 Interchange at Twin Peaks / Linda Vista
Town of Marana Project No. 2001-44
ADOT Project No. NH-010-D(AIW) Tracs No. 10PM 236 H 5838 01D
PCFCD-Bridge Hydraulics Comment Resolution Meeting Summary**

A meeting was held on Monday, December 19, 2005 at 3:00 PM on the 4th floor of the Pima County Public Works Building. The Santa Cruz River Bridge Hydraulics Report was originally submitted to the PCFCD on July 8, 2004 asking for comments by July 30, 2004. A subsequent letter from Suzanne Shields of the PCFCD dated July 27, 2004 stated that comments would be provided to the Town following the July 30, 2004 requested submittal date. No written comments were received. A copy of the report was re-submitted to the PCFCD on September 29, 2005. The purpose of this meeting was to discuss the July, 2004 Santa Cruz River Bridge Hydraulics Report comments provided from the PCFCD on Nov. 21, 2005. Attendees included: Kevin Thornton TOM (Town of Marana); Eric Sibson (URS); Bill Dehn (URS); Scott Stapp (HDR); John Wallace (JE Fuller); Lynn Orchard (PCFCD); Fazle Karim (PCFCD); and Larry Robison (PCFCD).

The following is a summary of the meeting:

-Eric handed out the comments provided by the PCFCD and the initial responses provided by John and Scott.

Comments provided by Fazle Karim:

1. Page 4. First paragraph states that a map exhibit showing the location of model cross-sections is given in the pocket at the end of the report. This map exhibit was not included.

Response: John Wallace provided the map to the PCFCD via PDF.

2. Page 5. Sediment transport analysis summary table given on this page is inadequate for the following reasons:

- i. This analysis uses hydraulic variables averaged over seven cross-sections and thus does not reflect actual sediment continuity from section to section.
- ii. Only the peak flow of a 10-year event is used, instead of full hydrograph.
- iii. This procedure is very approximate and gives only a qualitative indication, subject to many assumptions.
- iv. 100-year hydrograph was not used.

In view of these limitations, we suggest that the Corps of Engineers' HEC-6 (or similar) model is used for the sediment transport analysis.

Last paragraph on Page 5 presents results for channel bed scour for 100-year flow using Eq. 6.3 of the City of Tucson's "Standard Manual". Use of this equation is not appropriate for a major watercourse like the Santa Cruz River. Modeling by HEC-6 (or similar) model with 100-year flow hydrograph is suggested for this purpose.

Response: A HEC-6 model will be prepared and the results will be compared to the model used in the report.

3. Page 6. Alternative Analysis with HEC-RAS model mentions that flood elevations increased by more than 0.1 foot for Alternatives 1 and 2. This indicates only partial information on the impact of the alternatives with regard to the existing condition water surface elevations. Provide a table showing water surface elevations for all three alternatives and existing conditions at all cross-sections. This table will indicate actual changes in water surface elevations and their extent for all alternatives. Indicate also the top of soil cement bank (high flow channel) elevations at the corresponding cross-sections.

Response: A table providing the water surface elevations for the alternatives will be provided. Elevations at the top of the high flow channel bank protection will also be provided.

4. Page 7. For the same reasons as mentioned above in item 2, sediment transport analysis under design condition, given in the table at the bottom of this page, is inadequate. One more reason for the shortcoming of the analysis is: the averaging process used in analysis completely negates any effect of significant variation in channel geometry under the design condition (with bridge). Use of the HEC-6 (or similar) model will avoid these shortcomings.

Response: A HEC-6 model will be prepared and the results will be compared to the model used in the report.

5. Page 8. The abutment scour depths for the east (4.60') and west (2.94') overbanks given in the table appear to be underestimated. The reason for this underestimation is that, as seen from data given in Appendix F, projected abutment lengths are entered as zero in the input data for computing abutment scour. It is not clear why the projected abutment lengths are entered as zero (on the contrary, they would have significant values); please clarify. Note that in the input data given in Appendix F, obstructed flow (Q_e) values are greater than zero, which would give non-zero values for projected abutment lengths. However, Q_e values given in input data for abutment scour are rather low (203 and 522 cfs), compared to those given in input data for contraction scour (684.8 and 2151.8 cfs). Please check and modify as necessary.

Response: The abutment lengths for the abutment scour were corrected and the calculations were performed again. The resulting abutment scour depths were 15.9 feet and 28.4 feet respectively. These abutment scour depths are measured from the top of the low flow channel bank and can be reduced by modifying the shape of the abutment if desired.

6. Page 8, last paragraph. As suggested before, channel bed scour for 100-year flow should be estimated from HEC-6 (or similar) modeling, instead of using Eq. 6.3 of the City of Tucson's "Standard Manual". The minimum toe-down depth of 8 feet should be used, instead of 6 feet as recommended.

Response: A HEC-6 model will be prepared and the results will be compared to the model used in the report.

7. In view of the limitations in sediment transport modeling, as pointed out above, for the recommended alternative (Alternative 3, with channel widened to 610'), it is strongly suggested that Alternative 1

(bridge spanning entire high flow channel width of 2000 feet) be given further consideration. More importantly, Alternative 1 will be consistent with the Flood Control District's requirement to maintain the present configurations of channel and terraces for preserving channel stability and the present stable regime of the Santa Cruz River, as has been pointed out in Suzanne Shield's letter (dated July 27, 2004) to Eric Sibson. Alternative 1 will have minimal impact on present channel stability/configuration and therefore minor requirement for mitigation, while Alternative 3 will have significant impact on the river regime and therefore substantial requirement for mitigation.

Response: Alternative 1 failed the 0.1foot surcharge criteria provided by the Town of Marana. Alternative 1 would also require reconstruction of the existing Twin Peaks approach in order to locate the low chord of the bridge above the water surface elevation after the freeboard requirement. A HEC-6 model will be prepared and the results will be compared to the model used in the report.

8. It is seen from HEC-RAS model input/output given in Appendix D, that debris blockage factor for bridge piers has been assumed to be 100% (i.e., pier width of 9 feet is used in calculations, instead of actual width of 4.5 feet). Please verify if this is correct. Since it is likely that only some of the bridge piers will be affected by significant debris blockage during a given flow event, we suggest that a debris blockage factor of 50% will be adequate for this purpose.

Response: After discussions with Fazle Karim on December 20, 2005, it was indicated that 7' (1' on either side of the assumed 4.5 foot pier) could be used. 7' will be used in the calculations.

Comments provided by Larry Robison:

1. Compliance with the FEMA regulations:

- The Town of Marana is the jurisdiction responsible for the issuance of Floodplain use permits along this reach of the Santa Cruz River. As the Town is responsible for this project and for Floodplain use permits along this reach, it is therefore Town's responsibility to apply for and complete the CLOMR and LOMR process.

Response: Digital FIRM maps will be obtained and utilized as necessary.

- The District requires copies of the information being provided to FEMA during the CLOMR and LOMR process. We are especially interested in securing copies of the HEC models for inclusion with the District's overall Santa Cruz River watershed system modeling efforts. Also the District is responsible for maintaining the channel, therefore having these models will assist us in understanding changes to the system.

Response: Copies of the HEC models will be provided to the district, as necessary.

- The District requires a copy of the HEC-RAS model to confirm that the appropriate contraction (4:1) and expansion (1:1) coefficients were used in the development of the model. This information is not really available from the printouts.

Response: A Copy of the HEC-RAS model will be provided, as necessary.

- FEMA freeboard requirements must be met. The report needs to provide more details on location and elevations of existing back protection on the cross-sections.

Response: Elevations from the October 2004 flight completed by Cooper Aerial will be used.

- To accelerate the process, we recommend that the project utilize the digital FIRM maps, and submit information in accordance with the attached Request Form and Disclaimer for Digital Firm Map (Revised Nov. 2005). See Terry Hendricks for more details.

Response: The CLOMR and LOMR process will be completed as necessary.

2. Long stability of the Santa Cruz River, and erosion and flood protection of adjacent lands:

- The continued release of effluent from Ina Road and Roger Road treatment plants into the Santa Cruz River is believed to be the source of water that has lowered the low flow thalweg through the Continental Ranch bank protection. This long-term channel degradation should be reviewed to determine the applicability to the scour analysis. Please contact Dr. Karim and discuss.

Response: Fazle Karim to provide applicable information to John Wallace to include into analysis.

- Conversely during larger events when flows overtop the low flow channel and are in a heavy and fast deposition stage, digging of a deeper localized channel in a location where flow characteristically is shallow and spread over a larger area often results in deposition within the depression (i.e. under the bridge) thereby creating a blockage to flow under the bridge. The 404 permit will need to recognize this situation and provision for removal of excess material will need to be provided.

Response: The 404 permit prepared for this project will provide for removal of blockage material. Although several preliminary contacts with the US Army Corps of Engineers have occurred (Dana Owsiany, who is responsible for permitting ADOT projects), the 404 permitting process will be initiated when project plans of sufficient engineering detail are available (normally 60% plans). This project is currently in preliminary engineering.

- The District and the Town are working towards grade control stabilization concepts. Traditionally grade control are placed immediately down stream of bridges, under the proposed project the existing soil cement low flow channel will be expanded and deepen. If a grade control structure is needed this would be an opportune time. Further analysis is needed regarding the impact of scour downstream and on the over-bank channel areas.

Response: Grade control structures downstream of the bridge will be considered in final project design.

- Additional analysis is needed to determine the character of flow when the channel taper begins to constrict flow and water is forced out of the downstream low flow channel onto the over-bank. Will a hydraulic jump be created downstream at the constriction? Please coordinate with Dr. Karim.

Response: John Wallace feels that the taper provided in the design is gradual enough to avoid creating a hydraulic jump. Further calculations will be performed to check for the chance of a jump condition due to the final design characteristics of the low flow widening.

3. Compliance with the U.S. Army Corps of Engineer's 404 Permit:

- As the Town desire the build this project, the Town will be responsible for securing all permits associated with the project including the 404 Permit. Please be advised that the over-bank terrace is a mitigation requirement of the original 404 Permit. Compensation of the loss of this mitigation area must be factored into the proposal of the bridge project. The town will also need to secure maintenance permits so that any deposition or blockage under the bridge can be removed.

Response: The Environmental Assessment (EA) prepared for this project recognizes the regulatory requirement of obtaining a Clean Water Act Section 404 permit from the Corps of Engineers prior to

project construction and commits the Town of Marana to obtaining this permit. The permit application will contain all information required by the Corps, including information on maintenance of facilities.

As stated in the EA prepared for this project, and as discussed in prior meetings with Pima County and the Corps of Engineer's consulting engineer (Tetra Tech) for the Tres Rios del Norte Project, a revegetation plan will be prepared for this project as mitigation for vegetation removal. Although precise details of the amount and type of vegetation proposed for removal will not be available until later in project design, the EA commits the Town of Marana to the following (excerpted directly from the EA):

Prior to construction, the Town of Marana would develop a revegetation plan that would incorporate the mitigation discussed below. (Refer to page 4-31) This revegetation plan would be provided to the contractor. Mitigation measures would include revegetation of impacted areas along the roadway and the riparian vegetation along the Santa Cruz River. Mitigation would include:

- Disturbed soils would be re-seeded using species native to the project vicinity and would mirror the current plant composition to the extent possible.*
- Within upland areas, trees greater than 4 inches diameter at breast height and Saguaro cactus that are removed would be replaced within the overall construction footprint at a 3:1 ratio. Vegetation would be replaced in kind with a minimum container size of 15 gallons. These replacements would not occur within the clear zone of the roadway.*
- Within the clear zone of the roadway, creosote bush seed would be utilized in order to facilitate quick replacement of vegetation cover.*
- Mesquite trees greater than 4 inches diameter at breast height that are removed within the high flow channel of the Santa Cruz River would be replaced at a 3:1 ratio within the overall project limits in accordance with the revegetation plan. Vegetation would be replaced in kind with a minimum container size of 15 gallons.*
- Riparian trees greater than 4 inches diameter at breast height that are removed for construction would be replaced in kind at a 3:1 ratio with a minimum container size of 15 gallons.*
- When fully restored, the vegetation within the Santa Cruz River would provide continuous tree cover through the project limits.*
- The bottom of the bridges would be approximately 20 feet above the bottom of the low flow channel of the Santa Cruz River, which should provide sufficient height to allow pygmy-owls and other wildlife to move unimpeded under the bridges.*
- The Town of Marana would provide water for all plantings outside the low flow channel of the Santa Cruz River for a period of two years to facilitate their establishment.*
- The Town of Marana would monitor all plantings for a period of two years, starting at the time of planting, on a quarterly basis. Two yearly reports would be generated and submitted to the U.S. Fish and Wildlife Service and the Arizona Department of Transportation's Environmental and Enhancement Group discussing the progress of the revegetation effort.*
- The revegetation plan would comply with the Arizona Native Plant Law, and Native Plant Protection Ordinances of the Town of Marana and Pima County. In addition, the revegetation plan would also include U.S. Army Corps of Engineers recommended mitigation measures for the Santa Cruz River Channel.*

- *The revegetation plan would be developed based on the objectives of the Tres Rio del Norte Feasibility Study. Tres Rio del Norte planning objectives related to vegetation on the Santa Cruz River include: creating a mesquite bosque at higher elevations from the Santa Cruz River bottom on terraces and over-bank areas; plant and establish cottonwood and willow tree plant communities along the wetted perimeter, and fringe area locations within the Santa Cruz River; established wetlands/Cienega at appropriate locations, to create a diverse and high value project habitat; and, reestablish desert scrub plant communities along the degraded upland portions of the Santa Cruz River corridor, emphasizing saltbush-wolfberry and mesquite associations as components.*

4. Compliance with the Sonoran Desert Conservation plan and other environmental restoration efforts:

- The COE, District, City of Tucson and Town of Marana are partners in environmental restoration project such as the Tres Rio Del Norte Project. The goal of these projects is to re-vegetate the channel and over-bank areas thereby increasing the future n-value. As effluent water in the low flow channel is readily available to this project the low flow channel is the most logical place to develop heavier brush therefore significantly increasing the n-value under the bridge. The project would make it more critical to keep the low flow channel clear of vegetation and defeating some of the goals of the Del Norte Project. Ideally the heavier brush should be on the over-bank areas where the n-value is estimated at .055, but that's not where the water is. Placement of the fill across the bank area will stop any naturally occurring runoff from the side drainages from continuing downstream, and thereby reduce the viability of the environmental project. Also the fill will limit the ability of Del Norte to install irrigation lines downstream.

Response: The Town of Marana's commitment to the Tres Rios del Norte Project was discussed in the item above. The PCFCD's letter states, "The project would make it more critical to keep the low flow channel clear of vegetation and defeating some of the goals of the Del Norte Project." This statement is contrary to the goals of the Twin Peaks TI project and to the commitments of the Town of Marana in the EA. As noted in the EA excerpt above, the Town has committed also to providing irrigation water for the landscaping treatments to facilitate establishment of vegetation within the Santa Cruz River's high flow channel.

5. Establishment and propagation of the San Juan Baptista National Historical Trail and other cultural resource along the Santa Cruz River:

- The Marana Share Use Path as noted on the concept layout is a great asset to this desire to provide continuation of the National Historical Trail system.

Response: No response required.

6. Providing alternate multi-use transportation and recreational opportunities along the River corridors, as outline in Pima County's Trail System master plan. The Town of Marana Share Use path is a component of this system.

- Review project to insure adequate room for the share use path, and for a separate equestrian trail.

Response: The EA prepared for this project, states, *The preferred alternative would also provide important improvements to bicycle and pedestrian facilities within the area of the Twin Peaks Road TI. In addition, the preferred alternative would improve access for constituents on the east side of I-10 to the Santa Cruz Shared Use Path and the De Anza National Historic Trail. These facilities may result in improved community cohesion and continuity. The project would also provide sidewalks and intersections within the project limits that would be in compliance with the ADA and resulting regulations. These improvements would provide enhanced access to those with mobility impairments, and generally would improve accessibility for all pedestrians in the area.*

In addition, the EA states, *The proposed project would provide pedestrian and bicycle connections between the existing sidewalk and shared use lanes on Twin Peaks Road and the Santa Cruz River Shared Use Path and the Juan Bautista de Anza Historic Trail east of Continental Ranch. ...both the Santa Cruz River Shared Use Path and the proposed Juan Bautista de Anza Historic Trail would cross Twin Peaks Road beneath the proposed Santa Cruz River Bridges.*

7. In reviewing the general topography it was noted that flows from the side drainage ways tend to flow parallel to the bank protection on the over-bank for several thousand feet creating pockets of heavy vegetation before finally draining into the low flow channel. Please review what drainage accommodation can be provided to continue this drainage pattern so as not to alter the development of the over-bank vegetation.

Response: Drainage accommodations will be considered during development of the revegetation/landscaping plans, which will occur during final project design.

8. In projects where fill is placed on a large floodway and flood are directed to a small bridge or culvert open, a training dike is frequently required to help guide flows to the opening. These training dike are often provide after the failure of the fill were localized scour impacts the abutments.

Response: The need to use training dikes will be considered during final project design.

-The meeting adjourned at 4:50pm.



INTERSTATE 10 TRAFFIC INTERCHANGE AT TWIN PEAKS / LINDA VISTA



Public Hearing – November 30, 2005
Question Card

Question:

(1) WILL THERE BE ANY WEIGHT RESTRICTIONS
ON TRUCKS USING TWIN PEAKS ROAD
AFTER THE INTERCHANGE IS BUILT ?

(2) LIGHT AT TWIN PEAKS + COACHLINE ?

Name (Optional): ED MAYER

Address: 8117 W. MORNING LIGHT WAY

Phone: 572-9306



INTERSTATE 10 INTERCHANGE
AT TWIN PEAKS/LINDA VISTA
PUBLIC HEARING COMMENT FORM
NOVEMBER 30, 2005



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1. What comments and/or questions do you have with regard to the project? Please feel free to use the back of this sheet or attach additional sheets, if necessary.

Please do it quickly!

Good Presentation

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Wilson
First Name

Richard
Last Name

Company or Agency

9349 N. June Bug Dr Tucson 85742
Street Address

744-0407
Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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the Town of Marana and the Arizona Department of Transportation
ADOT Project No.: NH-010-D(AIW) TRACS No.: 10PM 236 H5838 01D



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AT TWIN PEAKS/LINDA VISTA
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Please start & complete as soon
as possible 😊

When we moved into Continental
Ranch in 1997 we expected this
would be done by 2003. We
only see good at the completion
of the Twin Peaks Overpass, etc.

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

First Name

Last Name

Company or Agency

Street Address

Telephone

Fax

E-mail

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See attached sheet

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

M

First Name

GOLD BERG

Last Name

Company or Agency

Street Address

744-0430

Telephone

mina-az@earthlink.net

E-mail

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Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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The project needs to include a noise wall immediately adjacent to the western side of the northern access road so as to prevent noise from that road impinging greatly on the residences situated on the east side of Continental Ranch north of Twin Peaks Road. Such a noise wall should be *immediately* adjacent to the access road and *not* adjacent to the residences themselves.

The feasibility study, in appendix B. projects that these twenty-plus residences will experience noise increases of 13 to 16 decibels. That is a very significant increase. Moreover, Table 4-7 does not show the high measurement readings for noise behind those residences—the only measurement shown in the table in that general area having been done west of Sunflower Ridge Road and showing a "highest reading" at 63 decibels, just short of a level that could require remediation. The high reading in my own measuring at my home shows decibels in the low 60s for ordinary truck traffic and higher readings when a train passes. Further, since the time the study measurements were made, two lanes have been added to the I-10 to accommodate increases in traffic there.

Lastly, truck usage of the access road will be significant and noisy, will include trucks transporting gravel and cement and will likely involve shifting of gears which, of course, adds to noise. The study considered putting a very high wall next to the residences—which is a very bad idea. To repeat, a moderate height wall next to the access road—just on the one side of that road—would accomplish what is needed to protect residents from access-road noise without impairing the visual aspects of their location. Bicyclists and pedestrians on the shared use path would likewise benefit. I urge you to add this feature to your proposal for this needed project.



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*This project is much needed —
in fact, overdue.*

*Can we streamline the process since this
process began as a proposal in 1988?*

Good job! Great design.

*Also, the funding plan was said to be "fully funded"
yet how is the funding achieved? I propose additional
impact fees for swimming pools, spas, water features, etc.
to help w/ the funding.*

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Kuntz

First Name

Powell

Last Name

Company or Agency

Street Address

219-3656

Telephone

Fax

E-mail

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Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

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The understanding I have, you have done studies on Linda Vista going east to Thornydale. Some of the side roads are extremely busy, is there a possibility to put a traffic light at Linda Vista and Hartman and possibly Camino de Oate and Linda Vista,

Thank You
P.S. Is this a Pima County issue?

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Donna
First Name

Smith
Last Name

Company or Agency

5608 W. Red Racer Dr Tw AZ 85742
Street Address

Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

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1. What comments and/or questions do you have with regard to the project? Please feel free to use the back of this sheet or attach additional sheets, if necessary.

GREAT JOB ON THE INFORMATION PRESENTED AT
THE MEETING. I'M ANXIOUS TO SEE THIS PROJECT
COMPLETED. THIS INTERCHANGE IS DEFINITELY
NEEDED. THANKS!

QUESTION - IS A SOUND WALL CONSIDERED FOR
THE HOMES IN THE HARTMAN VISTA SUBDIVISION,
WEST OF HARTMAN, SOUTH OF LINDA VISTA? THIS WAS
NOT MENTIONED IN YOUR PRESENTATION.

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

DAVID WESTERN
First Name Last Name

Company or Agency

5724 W. RATTLER ST, TUCSON, AZ 85742
Street Address

665-0575
Telephone Fax E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
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GOOD WORK, WE NEED THIS I-10 ACCESS

PLEASE WORK HARD TO DO IT AS QUICK
AS POSSIBLE

THANK YOU

NICE PRESENTATION

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

ROBERT CHASE

First Name

Last Name

Company or Agency

7736 W. GOLDBECK DR.

Street Address

520 5729843

Telephone

Fax

E-mail

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Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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6 GREAT PROJECT - LET'S START NOW
0 SAD THAT IT TAKES 4 PLUS YEARS
TO DISCUSS / DESIGN AND ONLY
TWO YEARS TO CONSTRUCT
0 USE CONCURRENT ENGINEERING

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

WILLIAM LEE

First Name

Last Name

SELF

Company or Agency

3665 W. CAMINO CHRISTY TUCSON AZ 85742

Street Address

744-7266

Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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Concerning the rapid expansion of new housing developments & the increase in homeowners adding swimming pools, spas, etc.; what, if any, plans have been discussed to raise impact fees on these amenities?

Such items are luxuries, not necessities and do impact the quality of living for us all by using such massive amounts of water.

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Keith

First Name

Powell

Last Name

Company or Agency

7759 N. Silverbell R.I. Tucson 85743

Street Address

219-3656

Telephone

Fax

Keithepowell@hotmail.com

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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Are they looking into making Coachline between Twin Peaks and Silverbell a non commercial truck route, i.e. restricting weight - forcing that traffic to use Twin Peaks - Silverbell.

This project is desperately needed and looking forward to it being completed.

Looking forward to easier access to I-10 and Oro Valley.

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Bill Buhs

First Name

Last Name

home owner

Company or Agency

9232 N Brave Dr

85743

Street Address

520 631 5352

520 744 0277

bill.buhs@whitecap.net

Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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I approve of this project. However, I am concerned about the traffic noise levels along Twin Peaks Road west of Coachline Blvd. My house is located one-half block north of Twin Peaks Road about where Receiver NR19 is located on your map. The traffic noise from the bridge over the wash at that location is presently quite audible in our backyard but at least it is not constant as it will be when this project is completed. I know the RAC will help but I don't believe that it will be enough. My suggestion is that you consider building a wall the entire length of the bridge to keep the noise on the bridge to the extent possible. (Further comments on back of sheet.)

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

WILLIAM

First Name

TRACY

Last Name

Company or Agency

9316 N. WEATHER HILL DRIVE

Street Address

744-7273

Telephone

SARAY-KOU@MSN.COM

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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at the present time, especially early in the morning or when the wind is blowing from the east, we can hear the I-10 traffic almost as if it were coming up the wash. I only hope that the increased traffic on Twin Peaks will not reach the same noise level. Anything that you can do to decrease the traffic noise level will be greatly appreciated by all concerned.



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*First of all our compliments on the orderly way
the meeting was conducted.*

*Our wish is that this new interchange
could be completed sooner. We live
close (on the west side) off to Silverhill +
the traffic noise is terrible. Trying to get
on the street is even worse. Little did we
know 12 yrs. ago that this was going to
be a main thoroughfare + developments going
crazy. Infrastructure is way behind.*

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Phyllis *Westerlin*
First Name Last Name

Company or Agency

8120 N. Retire Pl.
Street Address

744-6406
Telephone Fax E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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COVENTRY HOMES^(CH), ON THE NORTH SIDE OF TWIN PEAKS, HAS ONLY 2 EXIT/ENTRANCE ROADS - BOTH ON TWIN PEAKS. PROVISION MUST BE MADE FOR ENTERING & LEAVING CH DURING CONSTRUCTION. WHEN THE PROJECT IS COMPLETE, CARS ENTERING CH FROM THE WEST (COACHLINE) - THAT IS, TRAVELING EASTWARD, WILL HAVE TO MAKE A LEFT TURN ACROSS ALL LANES OF TRAFFIC, AS WILL CARS LEAVING CH & WANTING TO TRAVEL EASTWARD (TO THE I-10 OR OVER THE NEW BRIDGE). A TRAFFIC LIGHT SHOULD BE CONSIDERED AT CLOVER WAY OR PALM CANYON & TWIN PEAKS.

THANKS!

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

First Name

Last Name

George Goldberg
9396 N. Scarlet Canyon Dr.
Tucson, AZ 85743-5138

Company or Agency

Street Address

520-744-0430 520-744-0428 GGOLDBERG@SPAINTHAIL.COM
Telephone Fax E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

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1. What comments and/or questions do you have with regard to the project? Please feel free to use the back of this sheet or attach additional sheets, if necessary.

This project is desperately needed and couldn't be built soon enough! We are so far behind the curve in our need for roads to fit the needs of future and current population. Many thanks and Cheers to those who have put in so much effort and time with this project! We back them 100%!

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

Patrick M. Lundberg
First Name Last Name

Company or Agency

10241 N. Silverbell Rd.
Street Address

Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

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RED POINT

DEVELOPMENT INC.

December 14, 2005

Town of Marana Public Works
Attn: Harvey Gill, Public Works Director
11555 W. Civic Center Dr. #A2
Marana, AZ 85653

Re: Twin Peaks/Linda Vista Interchange Public Comment

Dear Mr. Gill:

We have met nine times or more with various Town of Marana officials regarding the Twin Peaks overpass and resulting Camino de Manana/Linda Vista re-alignment-both before and after the conceptual plans were conceived. We are the major property owner on the east side that will take direct and major impact from these projects.

We do not agree with the conceptual alignment of either the overpass or Camino de Manana /Linda Vista re-alignment being presented thus far and have expressed this verbally several times.

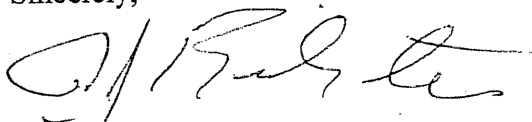
Through our previous discussions it was understood that that the TEP structure was a major factor in choosing an alignment. The EA states that the TEP structure will now have to be moved in any case, giving Marana greater flexibility in design.

We know that major benefits will be gained by following the alignment shown on the Cascada Specific Plan, which are:

1. The right of way for Camino de Manana, as shown in the Cascada Specific Plan stays primarily on high ground, greatly reducing the amount of fill that would be required in the conceptual right of way plan. The cost of fill for us in January was \$9.00 a yard in place. Fill is now \$12.00 a yard.
2. The Town of Marana will receive yearly revenue from the 30 acres of commercial acreage southeast and southwest of the proposed Linda Vista and Camino de Manana intersection as shown in the Cascada Specific Plan.
3. The alignment shown in the Cascada Specific Plan is included in a present 404 application for Cascada, now two years in process and soon to be completed.
4. 90 feet of additional right of way has already been dedicated and mitigated for Camino de Manana through the Oasis Hills property. The remaining is platted residential.

We would like to have you work with our project engineer, John Wood of Presidio Engineering to ensure all parties benefit from a close working relationship as well as allow for sharing technology. Should you have any questions or require more information feel free to call me at (520) 408-2300.

Sincerely,

A handwritten signature in black ink, appearing to read "A.J. Richter". The signature is fluid and cursive, with a large initial "A" and "J" and a distinct "R" and "I" for Richter.

A.J. Richter, Vice President
Red Point Development, Inc.

Cc: John Wood, Project Engineer, Presidio Engineering
Larry Schubart, Attorney, Stubbs & Schubart, P.C.
Gilbert Davidson, Assistant Town Manager, Town of Marana
Carol Oaks, Project Manager, Kaneen Advertising
Kevin Thornton, Project Manager, Town of Marana



**INTERSTATE 10 INTERCHANGE
AT TWIN PEAKS/LINDA VISTA
PUBLIC HEARING COMMENT FORM
NOVEMBER 30, 2005**



Thank you for taking your time to meet with us and for submitting your comments. These comments will be recorded and will be addressed in the Final Environmental Assessment document. Please hand in your comment form at the sign-in table or mail written comments postmarked no later than December 15, 2005 to the address at the bottom of the form.

1. What comments and/or questions do you have with regard to the project? Please feel free to use the back of this sheet or attach additional sheets, if necessary.

SEE ENCLOSED

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

JEFF PICHURA
First Name Last Name

NORTHWEST FIRE DISTRICT
Company or Agency

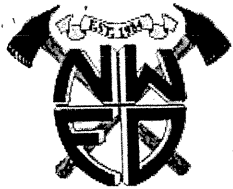
5225 W. MASSINGALE ROAD
Street Address

887.1010 887.1034 jpiechura@northwestfire.org
Telephone Fax E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

This project is being developed in partnership between
the Town of Marana and the Arizona Department of Transportation
ADOT Project No.: NH-010-D(AIW) TRACS No.: 10PM 236 H5838 01D



NORTHWEST FIRE/RESCUE DISTRICT

SERVING RESIDENTS OF THE NORTHWEST FIRE DISTRICT, THE FLOWING WELLS
COMMUNITY AND THE TOWN OF MARANA

ADMINISTRATION/LIFE SAFETY SERVICES 5225 W. MASSINGALE RD. TUCSON AZ 85743
PHONE: (520) 887-1010 FAX: (520) 887-1034 WWW.NORTHWESTFIRE.ORG

December 9, 2005

Carol Oaks
110 S. Church Avenue, Suite 3350
Tucson AZ 85701

Re: Interstate 10 Interchange at Twin Peaks/Linda Vista
Public Comment

On behalf of the Northwest Fire District I would like to express our support of the Interstate 10 Interchange at Twin Peaks and Linda Vista. From a fire/rescue provider's point of view, we see two significant advantages for this project:

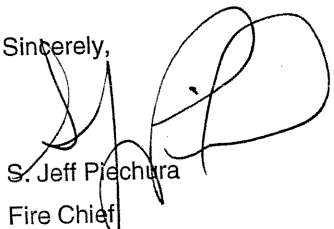
1. Reduced congestion at Cortaro and I-10. Our emergency response through this area is difficult and dangerous due to the current traffic volume. We also hope that with the anticipated reduced traffic volume through this area associated with the new interchange, we might see a reduction in motor vehicle accidents in the Cortaro/I-10 area.
2. With the development of a proposed fire station on the east side of Linda Vista and I-10 interchange in approximately three years, the new interchange will help us reduce our response times to the North Continental Ranch and the Sunflower neighborhoods west of the freeway, neighborhoods currently served by our Station 34 at Wade and Silverbell. In addition the new interchange will allow us access to the freeway from the new station location, which will enhance response times to incidents on I-10 as well result in quicker response times to "second due" areas north and south of the station's "first-due" area.

We would like to submit two requests for consideration regarding this project:

1. We request that at least one hydrant be planned for each side (east and west) of the interchange overpass. This would allow for a patent water supply in the event of a significant fire event at the interchange.
2. We request that the 3M Opticom traffic control system be part of the specifications for the six new intersections planned. The system has proven to be an effective tool in reducing our response times.

We look forward to the continued planning and development process and ultimate construction of the new interchange. Please include us in any element of the planning/development process that you feel is appropriate.

Sincerely,



S. Jeff Piechura
Fire Chief



INTERSTATE 10 INTERCHANGE
AT TWIN PEAKS/LINDA VISTA
PUBLIC HEARING COMMENT FORM
NOVEMBER 30, 2005



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1. What comments and/or questions do you have with regard to the project? Please feel free to use the back of this sheet or attach additional sheets, if necessary.

To the town of Marana + ADOT

Regarding the I-10, Twin Peaks interchange, I did talk to Harney Hill after the Nov. 30th hearing, and he told me to make sure my opinion got recorded.

The project is a little, many years to late, 38 years ago when we moved to Orange Grove Rd. about 1 mile east of I-10, the subdivision at El Camino Del Tessa + Orange Grove Rd. was the only housing development, between Oracle Rd. + I-10, Ira Rd. was a 2 lane Rd. and only now and then a home between Oracle Rd. + I-10, and as we all know, Tucson started growing, when Ira Rd. became 4 lanes, the intersection at Ira Rd. + I-10, became →

Voluntary Information: A name, address, etc. is completely voluntary and if provided becomes part of the record.

WAYNE

First Name

STEVENS

Last Name

Company or Agency

10110 N. Blue Bonnet Rd #2, TUC. AZ 85742

Street Address

520-744-5847

Telephone

Fax

E-mail

If mailing comments, mail to: Carol Oaks, 110 S. Church Ave, Suite 3350, Tucson, AZ, 85701,
Phone: (520) 885-9009 or Fax: (520) 885-0311 or electronically to carol@kaneenpr.com.

Community Information: Nanette Pageau or Carol Oaks (520) 885-9009

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an intersection of stop lights, causing everyone to stop in all directions, that is when a separated interchange should have been built. There were no business on Ina Rd. to interfere with thing right 2 ways, to have done the job, then population would north to Cortaro Rd., same concept as Ina Rd., a grade separated interchange should have been built, instead we have what we have now, a congested mess of lights, no room to move traffic, and at present time, construction is being done under I-10, and Cortaro Rd. for the third time that I can remember, Where is The PLANNING all that has been accomplished is a parking lot in all directions, and now an interchange at Twins Peaks and Linda Vista has been drawn up with the same problems as every intersection north of I-10 and I-19, rail road tracks, and stop lights, so in my opinion, now is the time to build a grade separated interchange, so it will work for decades, and move traffic fast, without a stop for anyone, in any direction. This is the time when the land is all open, before building starts up next to all of the proposed right of ways.

Mr. Hill agreed with my opinion, but told me it would be too costly to build a grade separated interchange, so in my view, all the planning so far, is to make another Cortaro Parking lot, a mile north.

Being a truck driver for 45 to 50 years, I have seen all kinds of highways, and interchanges, and have learned that traffic has to keep moving, not stopping everyone, with 6 sets of stop lights in about one mile, at a congested area.

In conclusion, no one mentioned, how many vehicles parked hours will be involved at this interchange per day, multiply that number per year, times that by decades, say nothing of the gallons of fuel that will be needlessly burned, causing tons + tons of exhaust pollution produced, plus the road rage that all of these parked hours will cause.

Thank you
Wayne C. Stevens

Carol Oaks

From: Tom Hewitt [tom@hewittfamily.com]
Sent: Thursday, December 01, 2005 12:24 PM
To: carol@kaneenpr.com
Subject: I10 Interchange
Follow Up Flag: Follow up
Due By: Friday, December 02, 2005 1:00 PM
Flag Status: Flagged

The public hearing was very informative.

We are impressed with the work done and want to move forward ASAP. We wish the interchange would be done this year.

Tom Hewitt
8051 W Greensleeves
Marana

Carol Oaks

From: wizkids.1@juno.com
Sent: Thursday, November 17, 2005 8:22 AM
To: carol@kaneenpr.com
Subject: meeting

I cannot make the meeting, but wanted to express my opinion. You people are unbelievable!! Your flier states the obvious.."where the rapid growth continues to exceed the current..capacity." Duh. Quit developing! Don't add more people, blade more desert. But, that would affect your bottom line. Marana Council is the best money can buy..especially developer money. When people from out of the area ask where we live (and have lived for 20 years, in an area developed sensibly..2ac/plot, no blading) we NEVER reply "Marana". I'm sure your biggest regret is that you're not going to be able to reap the benefits of the new development in Pinal that, combined with yours will have I-10 gridlocked before the Cortaro exit. Why bother with environmental studies..You already know the outcome or don't care.
Lynnette Moody

Carol Oaks

From: Mike Peterson [mikeguru@earthlink.net]
Sent: Friday, December 02, 2005 6:22 PM
To: carol@kaneenpr.com
Subject: Twin Peaks Interchange at I-10
Follow Up Flag: Follow up
Due By: Wednesday, December 07, 2005 5:00 PM
Flag Status: Flagged

Re: Twin Peaks/I-10 Interchange Proposal.

A good start, albeit a very LATE one.

Sadly, it seems Pima County always ends up with the "crumbs" where road improvements and freeways are concerned.

Maricopa County had the same problems in 1969 - one freeway (I-10 West to I-17 North). Now look at the area!

Pima County politicians and citizens had better WISE UP!

Case in point: Oro Valley creates a fancy "boulevard" along Tangerine road, with a dismal 40 MPH speed limit.

MAKE TANGERINE ROAD A FREEWAY from I-10 to Oracle Road!

SAME THING WITH HOUGHTON ROAD - Make it a FREEWAY from I-10 to Tanque Verde Road.

And look at the disaster that is Aviation Boulevard. IT TOO SHOULD HAVE BEEN A TRUE FREEWAY, with a BYPASS south of Downtown Tucson, and an INTERCHANGE at I-10. Additionally, it should be extended West along Golf Links all the way to the (proposed) Houghton Freeway.

Finally, planning needs to begin NOW on how to tie together the Tangerine freeway, Houghton freeway, and Aviation freeway with I-10.

These proposals would be very unpopular to many, but would ultimately serve the greater good, and would create a pseudo "loop" of freeways allowing access to all sectors of the Tucson metro area.

P.S: Sauharita is still WAY TOO SMALL a community to warrant a freeway, despite the "political/economic convenience" it may be to the Casinos.

Mike Peterson

"A master, in the art of living, draws no sharp distinction between his work and his play, his labor and his leisure, his mind and his body, his education and his recreation. He hardly knows which is which. He simply pursues his vision of excellence through whatever he is doing and leaves

12/22/2005

Carol Oaks

From: Marilyn [mdantonio1@comcast.net]
Sent: Saturday, December 03, 2005 1:26 PM
To: carol@kaneenpr.com
Follow Up Flag: Follow up
Flag Status: Flagged

I talked to you on the phone last week to say I had missed your meeting at Twin Peaks Elementary School regarding the proposed Twin Peaks interchange.

I just want to say for myself and everyone in this area (I live in Sunflower) that we definitely want this to happen. It will save so much time and hassle of getting across Cortaro. And this area is growing of course with Saguraro Springs coming on at Twin Peaks Road, all of Continental Ranch, Avra Valley and Marana area north of here. Please don't delay this or at worse, not do it. My house backs up to Twin Peaks. I realize there will be more traffic but it will be worth it. Try to cross under the freeway at Cortaro sometime – it can be a big hassle with all the traffic.

Thank you for listening.

Marilynn D'Antonio – 744-2661 at Sunflower by Del Webb

Carol Oaks

From: Jan Zlendich [jzlendich@comcast.net]
Sent: Thursday, December 08, 2005 8:21 PM
To: carol@kaneenpr.com
Subject: I-10, Twin Peaks Interchange comments, questions

Follow Up Flag: Follow up
Due By: Monday, December 12, 2005 1:00 PM
Flag Status: Flagged

Dear Ms. Oaks,

We are residents of the Sunflower retirement community. Despite our good intentions we were unable to attend the public hearing on the Twin Peaks Interchange Project held at Twin Peaks Elementary School on November 30, 2005. Your name has been given to us as a contact person for questions about the project.

We would like to know if there are any plans to install a traffic signal at the main entrance to sunflower on Twin Peaks Road between Silverbell and Coachline. Without a traffic light there we see this as a potential hazard for residents entering and exiting Sunflower as traffic levels build on Twin Peaks Road.

Also, we read about the resurfacing of Twin Peaks road and would like to know if there are any additional plans to reduce the noise level on Twin Peaks between Silverbell and Coachline.

We would be interested in hearing from you regarding our concerns.

Thank you.

Yours sincerely,

Fred and Jan Zlendich

Carol Oaks

From: RWP [rwptucson@yahoo.com]
Sent: Tuesday, November 22, 2005 5:41 PM
To: carol@kaneenpr.com
Subject: Twin Peaks/I-10

Follow Up Flag: Follow up
Due By: Wednesday, November 30, 2005 5:00 PM
Flag Status: Flagged

What is happening!!!---I just received the "orange" notice for the 11/30 hearing" (I'm presently at my residence in NY but I also live in Sunflower.

The notice says "...which may lead to the design and construction..."?? We had hearings on this project 2 years ago. I thought the next phase would be final alternative selection, design and construction. It seems like ADOT is starting all over?? Is this notice in error??--I hope so. We need this Interchange yesterday.!!!

Richard Perry
9421 N. Wishing Star Drive

Yahoo! FareChase: Search multiple travel sites in one click.
<http://farechase.yahoo.com>

Carol Oaks

From: Michael M. Racy [Michael@RacyAssociates.com]
Sent: Friday, December 16, 2005 10:16 AM
To: Carol@kaneenpr.com
Cc: David Graham
Subject: Twin Peaks Interchange
Follow Up Flag: Follow up
Due By: Monday, December 19, 2005 1:00 PM
Flag Status: Flagged

Carol,

Thank you for meeting with me and representatives of The Links Golf Course (Marana Golf) and Rinker materials, neighbors to the south of the proposed Twin Peaks interchange project. Pursuant to the public meeting process we wanted to make sure to submit comments prior to the December 15th expiration of the comment period.

In General: Build it now! Build it faster!

We look forward to continuing to work with ADOT on the drainage issue to the south which involve the Rinker and the golf course.

Thanks Again.

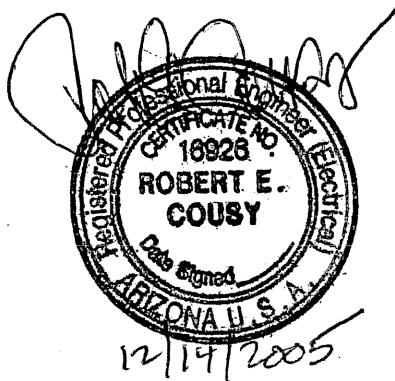
Michael M. Racy
for Rinker and Marana Golf.

12/22/2005

REPORT OF TWIN PEAKS INTERCHANGE ASSESSMENT DEFICIENCIES

ADOT PROJECT NO. NH-010-D (AIW)
TRACS No. 10 PM 236 H 5838 01D
ON THE DRAFT ENVIRONMENTAL
ASSESSMENT AND SECTIONS 3 & 4
EVALUATION dtd October 2005

By Robert E. Cousy P.E.
12/14/2005



SUMMARY

The report does not address the following areas:

- Pithecanthropus Species totally ignored. Major disregard to primary mission, serve the humans. No expense spared on environment, sound walls and beautification. Road construction compromised.
- Temporary road construction that will allow residents along El Camino de Manana access to I-10 without catastrophic route changes.
- Discussion on the channelization of traffic and truck traffic running up Manana Road. This road can't take the new Increase in traffic the interchange will invite.
- Vague coordination with government agencies no. Definitive written agreements with Pima County concerning necessary development to make the interchange system work with adjoining roadways, or vice versa.

DISCUSSIONS

○ Roadway Safety

The report addresses the majority of creatures with the exception of Pithecanthropus Erectus, the human being.

The service of road construction away from the preferred, safer, single point interchange is the result of Accountant design of the three time looser; Cortaro Road – I-10 interchange. Two-way frontage road traffic is impossible to restore due to this disastrous interchange. Presently, frontage traffic is compromised by left and right turn lane prioritization. Going straight ahead on the I-10 westbound exit ramp is dangerously hindered.

The tight diamond interchange will need modification to function for human use and preservation of the humans using it. The practice of building on ramps, on a hill, on a curve, on an angle, such as Avra Valley interchange can not be tolerated. The example given here has the additional feature of insufficient ramp room and length to allow effective merging. It is understood the Twin Peaks Interchange is going to be straight. The slopes, angles, ramp lengths, cannot be over emphasized, even if more land acquisition is necessary.

It should be understood that the issue of cost is not asserted to be a non-factor. To the contrary, prioritization is in order. First the roadway, then the environment, then the beautification, then the sound walls.

It should be further understood that the humans paying taxes at the pump don't get a discount in any way. Birds, bugs, fish, and trees do not pay taxes. Property owners benefiting from sound walls pay no additional tax. (Maybe they should pay for their own walls.) Therefore, compromise in design is unacceptable. Design must be performed by reputable, experienced, registered engineers—not bean counters, environmentalists, and special interest groups.

○ Adjoining Roadway

It should be noted that the preponderance of traffic to the north is El Camino de Manana, not Linda Vista. This is especially true with respect to vehicles of the 40 tone class. Manana is the new short cut to Tangerine and the related construction sites.

The joint agreement stated in the report, between the Town of Marana and Pima County is a failure. The Town of Marana has demonstrated noteworthy effort in maintaining and developing their part of the thoroughfare. Pima County's portion is riddled with potholes. Filling is by repetitive pleading by local residents. No rebuild has been performed in the past 20 years. The county portion is chip seal which will not support heavy truck traffic. Priority has been yearly upgrade of Skyline Drive, a political plum.

The Federal Government is urged to require definitive written agreement from all parties to assure that Manana is ready for the traffic it will see, on the day the interchange opens.

- Human Considerations

The proposed construction is welcomed, but the method of delivery may be the medicine that kills the patient. The previously discussed Cortaro Interchange resulted in SW bound Manana traffic having to travel three miles north to access the Interstate. Thus, the desire to travel southerly on I-10 necessitates six miles of expensive travel, first north, then back south.

This will be worsened if Manana traffic is forced northeast to Tangerine Road to access the Interstate. Similarly travel by Oracle Road to get downtown Tucson expends no less than the same 20-40 additional minutes of driving. (Routes have been tested.)

A temporary road from Manana to the I-10 frontage road, 1/2 way between Twin Peaks and Avra Valley Interchange is necessary to relieve the situation.

Furthermore, school bus routes will be severely affected. Children will be forced to be picked up 1/2 hour earlier and dropped 1/2 hour later. Who will absorb the increased fuel cost and bus driver overtime?

This computes to \$11.00 extra cost per day, \$2850 per year, just to get to work. (44¢/mile x 13 miles x 2 trips x 250 work days). The scheduled development in the vicinity of Linda Vista and Manana projects approximately 400-800 new vehicles requiring access to the interstate.

WHAT IS EXPECTED:

1. Provide a safe roadway and interchange design as the first priority. Secure additional funds to satisfy the lesser priority parameters.
2. Build a quality, temporary road to allow El Camino de Manana residents full, unhindered access, directly to I-10, including all necessary signalization and rail crossings.
3. Develop El Camino de Manana for the heavy truck traffic it will see, without impacting the residents during its construction. Build temporary roads to accomplish rebuild of Manana.